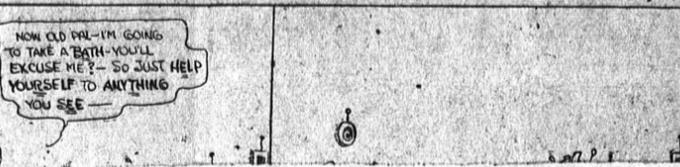


HITT AND RUNN—Weary Willie Had a Literal Understanding of Bull's Invitation and Proceeded to "See" Everything!

BY HITT



SIX

NEWS REVIEW SECTION

Aviation

Intrepid Aviatrices

Eager to be away, nineteen daring women fliers yelled "contact!" started their airplane motors, and took to the air Sunday, August 18, from Santa Monica. Thus began the first Women's Air Derby.

In varieties of planes they flew; in the newest and fastest machines built they steered the prescribed course in the general direction of Cleveland. Impressive was the fearlessness of these intrepid women. Facing unknown danger, death, they were first to do what they were doing. Also, they were trying to win parts of a \$25,000 prize. (See News Review of last week.)

Contestants: The Derby fliers were: Vera Walker, Los Angeles; Mrs. Keith Miller, New Zealand; Neva Paris, Great Neck, L. I.; Amelia Earhart, Boston; Opal Kunz, New York; Margaret Perry, Beverly Hills; Ruth Elder, Beverly Hills; Edith Foltz, Portland, Ore.; Gladys O'Donnell, Long Beach; Thea Rasche, Germany; Blanche Noyes, Cleveland; Claire Fahy, Los Angeles; Louise Thaden, Pittsburg; Marvel Crosson, San Diego; Florence Barnes, San Marino; Bobbie Trout, Long Beach; Phoebe Omie, Memphis; Mary Von Mack of Detroit; May Halsley, Tulsa. With roaring motors and whirling propellers this history-making group set out at two o'clock in August 18. Eight were Southern Californians.

First Day. Florence Barnes won the first heat to San Bernardino. One plane, that of Mary Von Mack, was forced to land at Montebello. Second Day. Louise Thaden was first to arrive at Phoenix, the end of the second lap. Florence Barnes was second. Thea Rasche and Claire Fahy and Bobbie Trout. Miss Trout appeared to be out for good, when her plane crashed and turned over. She escaped serious hurt. Tragedy stalked amongst the feminine racers this day; Margaret Crosson's plane crashed to earth. She was killed.

Third Day. Still ahead was Louise Thaden, in the heavy plane class; Phoebe Omie led the light plane class. But first at El Paso, contest of the third day, was well known transatlantic flier Amelia Earhart, and second was Florence Barnes. The number of the fliers was reduced to sixteen due to Miss Von Mack's withdrawal, and arrival of the "Lady Bird" at El Paso. Thea Rasche, down the day before, was up in the air again and in the running. Rumors that sabotage had caused Miss Crosson's death, as well as forced landings on the part of other contestants, were declared unfounded.

Fourth Day. Louise Thaden was ahead, arriving first at the next control stop, Fort Worth, Tex. Second to land was Amelia Earhart. During this day, four planes dropped from the race. Florence Barnes, winner of the first day's heat, and Blanche Noyes, Cleveland, had mishaps at Pecos which hindered their chances of going on. Margaret Perry came in at Abilene; Edith Foltz stopped to have fixed her landing gear.

Fifth Day: At Midland, Amelia Earhart's plane established a record when she flew to Midland from El Paso in two hours and 28 minutes. This put her in the lead for elapsed time from Santa Monica. Phoebe Omie led the light plane class.

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Seventh day. At East St. Louis, Blanche Noyes was first to arrive. On this day two planes were forced down, those of May Halsley and Neva Paris. Thea Rasche complained of dirt in the gasoline slowing down her flight.

Eighth Day. Into Columbus, Ohio, on the second to last day of the derby went Louise Thaden at the head of the "lady birds." Second on this day was Mrs. Keith Miller, and Bobbie Trout. Mrs. Miller had engine trouble. Miss Trout lost her way.

Ninth day. Louise Thaden won the race. Gladys O'Donnell 2nd. Amelia Earhart 3rd.

Gravity Garden

If anyone has a wrecked airplane to sell, Arrigo Balboni of Los Angeles will buy it. Two years ago this enterprising business man took one jump ahead of auto wreckers, opened an airplane wreacking yard. Now his establishment contains hulks, machinery of fifty wrecked planes.

Out of all this wreckage, Balboni makes a substantial living. To his "bone yard" come airplane builders from all over the nation. To them he sells bolts, springs, wings, propellers, engine parts, anything that is worth putting into a new ship. Day and night at his Los Angeles establishment Balboni keeps open. For men who build planes must work in the daytime and shop at night. Balboni declares that some of Southern California's best ships are kept aloft by parts bought from his "gravity garden," as some term his place of business.

From all over California and Arizona battered planes are brought to Balboni. On each he keeps a careful record. Of each customer, too, he keeps record. Making fliers of the country have signed his "gold book." Among the signatures are those of General Mitchell, Art Goebel, Charles Nussenger.

Each wrecked plane is tangible evidence of a tragedy. Parts of great tri-motored passenger planes, experiments in aviation, are relics that exact a deadly toll. And though surrounded by these grim reminders, Balboni himself flies whenever he has the chance. For it was through flying that he first got into his present business. One bacco thrown from planes cause serious fires. Airplane companies will thus be requested to adopt strict preventative measures in compliance with the California law.

From A Beanfield

It was a bean field in the early part of 1928; now it is a busy airport. This is a terse history of the Metropolitan Airport in San Fernando Valley.

Promoters Heffron, St. John and McCray bought the bean field a year ago last April, announced the establishment of a commercial airport. Since then, figures show by six major concerns attracted to it.

Each Aircraft has \$120,000 invested in land and buildings, has 200 employees. Commercial Aircraft Company has a monthly payroll of \$8000.

Other concerns located there are the Apache Motor Company, Angeles Aero Corporation and the Ruckelst Corporation, Ltd. All have large investments and payrolls, increasing continually, as new workers are added.

Conventions

Peaceable Legionnaires

Enthusiasm and optimism last week ruled the emotions of the American legion members at San Diego. Each legionnaire seemed to be in harmony with everyone, discord seemed far away.

Not unexplainable was the complete unanimity of the eleventh annual convolve. When a weekly turns out to be welcome and enjoyable, thousands of convention-minded people, agreeableness comes easily. San Diego's balmy weather, too, is liable to break down discord, unhappiness.

And when the first welcome was over, the convention well underway, had not Los Angeles' District Attorney Buron Pitts pleased Legion members? To the tune of tremendous applause, Pitts had, in fiery manner, declared that "if we are to maintain law and order we must do our duty as citizens. Dishonesty must be wiped out. No citizen of the United States should quarrel with one who does his duty." In this speech he practically reiterated the aims of the Legion. He doubtless picked his speech carefully, for once upon a time Buron Pitts was State Commander of the Legion; he knew how to strike a sympathetic note, knew which note was sympathetic.

Announcement of national Legion objectives by former State Commander Phil Dodson (South Pasadena) brought a more ovation, pleasure American Legion members take pride in their national organization. The objectives: Increase of national per capita from \$1 to \$1.25, 20 cents, at least, of the increase going into rehabilitation work. Plans to build a Legion building in Washington.

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"Butt" Fires

Other than the safety of their passengers, commercial airplane transport companies have a new problem—the safety of those behind their swift traveling planes. The State Forestry Division has reported many a grass and grain fire caused by promiscuous tossing of burning tobacco from above.

Incredulous people wanted proof, expressed doubt that a burning cigar or cigarette would continue burning in its ascent to the ground. From 1000 feet burning "smokes" were dropped; the day was clear, temperature 70 degrees, relative humidity 34 per cent, wind velocity seven miles per hour. Ground observers watched eagerly for thirteen brightly colored streamers attached to six lighted cigars and seven glowing cigarettes. Five cigars were recovered, all were burning. Of six cigarettes located on the ground, four were still alight.

Forest service officers claim the test convincing; that burning tobacco thrown from planes cause serious fires. Airplane companies will thus be requested to adopt strict preventative measures in compliance with the California law.

People

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High up in Hollywood's hills was a vacant lot, suited his desires. Eager to please him, the church purchased the lot. At the topmost rim of unique Hollywood Bowl was its location. Soon busy carpenters were at work with clanging hammers, rasping saws.

Down below in the Bowl orchestra pit, Eugene Goossens (English orchestra conductor) was wont to practice of an actor of the new prospective movements of the evening concerts. As building and noise progressed on the new twelve-room structure, orchestra practice began to be interrupted, and orchestra members, high strings, were driven to a frenzy. Frequently, Bowl executives were said to have paid the carpenters to cease action during the rehearsals.

But Pastor MacLennan must have his house. If Bowl authorities had wished to keep free and uninterrupted the sky line, they should have bought the property before MacLennan and his Presbyterians took a fancy to it, is the pastor's notion.

Last week many young women were seen planting trees on Bowl property in front of the new Presbyterian parsonage. It is the Bowl's plan to hide the beautiful home from the audience's view, and at the same time use the trees as a sound deflector. Moreover, the numerous members of the MacLennan family will have a harder job to enjoy the concerts free of charge.

Cartoon Money

Jigs of funny-paper fame is always looking for a dime, borrowing a nickel, persuading Maggie to let him spend a few cents. But his creator, George McManus, is living on "the fat of the land."

A \$75,000 summer home at Malibu Ranch is the latest acquisition of Jigs' master, who saw the property while out on a Sunday afternoon ride, became enthusiastic over it, paid the price asked for it, signed his name on the dotted line. Now he is moving in with his protegee—Maggie, Jigs and their beautiful daughter.

Changing the office of the national chaplain from elective to appointive. Proposal to stage a major football game in the East for the benefit of the rehabilitation fund. Exception of communities of 2000 population or less from the constitutional provision prohibiting post commanders from holding elective public service remunerative positions. Concentrating work in Congress this season on hospitalization, universal draft and veterans' welfare. Taking the 1930 national convention to Los Angeles. Finally, as if to round out the complete concord which had existed throughout the convolve, came the election of officers for the coming year. Two ballots only were taken. On the first, Clarence L. Kincaid of Hollywood had 716 votes; Charles McConical of Bell, 454; Hal J. Caldwell of Glendale, 408. On the second, Kincaid developed an overwhelming lead, won the election. Again, tumultuous was the applause.

Giving the country something to remember their conversion by, Legion members went down on record, without a dissenting vote (another proof of the complete harmony of the convolve), in favor of a 50 per cent cut in taxes on unearned incomes, passed a resolution. Prominent men gave their endorsement to it. Congressman Phil Swing, Buron Pitts, F. N. Belgrano, department commander of San Francisco, and John R. Quinn, member of Governor Young's council (see News Review of last week), and Legion dignitary, all signified themselves as in favor.

Indicative of the lengthening time since the great European catastrophe was this most peaceful convention. Forgotten were wars and destruction. Peace-time problems now occupy the minds of former fighters of the American Legion.

Pageantry

Los Angeles' Fiesta

Fiestas have come to be a popular pastime in California, have become the rage. On September 4, the City of Los Angeles will have reached the ripe old age of 148 years. Not to be wholly outdone by Santa Barbara, but nevertheless lagging behind that city, Los Angeles will celebrate its birthday with a fiesta—a Spanish fiesta.

At Los Angeles' oldest park, the Plaza de la Paz, depicting the founding of the city, its dedication by Felipe de Neve in the name of the King of Spain in 1781, will bring past history to citizens and Eastern visitors in the Angel City. In this ancient district of Los Angeles, people clad in Mexican and Spanish garb will provide color, atmosphere.

Sponsors of Los Angeles' first fiesta—the Chamber of Commerce and the Plaza de Los Angeles Corporation—last week said it was planned as the initial forerunner of a mammoth celebration for the city's birthday in 1931 when Los Angeles will be 150 years old. Another fiesta next year would add to the sponsors' meager experience in conducting such celebrations.

Next month's fiesta contains an ambitious program. Late in the afternoon of September 4 from the Plaza de la Paz will come marching, soldiers in the costumes of Spanish conquistadors, padres in their rough and flowing garments, Indian neophytes. Marching into the Plaza and up to a large crucifix they will halt, reproduce the original founding ceremony, its details substantiated by historic documents.

At the corner of Marchessault and Olvera, after the city has been re-founded, the ceremony of laying the first padre tile on Olvera Street as part of the improvements scheduled there, will be enacted. Soon this street will be devoted solely to the Spaniards. Olvera Street is the oldest dwelling in Los Angeles, the Avila Adobe. It served the American Army as headquarters following the seizure of the city by Spanish marines in 1810. Also on Olvera Street is Pisanconi Winery. It will be re-built, thrown open to serve refreshments during the fiesta.

Bands playing Spanish music Spanish dancing girls following will accompany troubadours and the ceremonies. As in Santa Barbara's fiesta, street dancing will be the vogue. Similar to those in Mexico City, costumed Mexicans will conduct street stands around the Plaza, sell goods.

In the meantime, Los Angeles townsmen anticipate their first Spanish fiesta, hope for its success.

Sports

Runner Refutes

By radio last week, Pasadena's Charles Paddock replied to the Amateur Athletic Union's criticism of his recent article concerning its activities (see News Review of last week). Paddock in his article had charged that an amateur runner was helpless against the rules of the A. A. U. President Brundage of the Union had criticized him severely in the newspapers.

Paddock declared last week that Brundage's accusations that he (Paddock) was a professional runner were untrue. Said Paddock: "Brundage cannot prove that he has any basis for this charge. I wrote the article to show how unfair amateur officials are to helpless amateur athletes. The athlete is taken advantage of at every turn."

Handle All Three

Reported last week to have given up football for the next season in preference to basketball and track, Jess Mortensen of U. S. C. announced that he had no intention of giving up football. All-around Athlete Mortensen said he felt he could handle all these three sports with success.

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NEWS AND IN THE P. Edited by C. The latest news from Supt. E. O. Straub is "it won't be long now. This word is from Chicago and in a few days he will be home again. Word from him in Atlantic City said that he was having a wonderful time and missing all the bad weather.

All P. E. Shop employees were grieved to hear of the sudden death of Joseph Crouse. Our old friend was ill only a few days. He was buried Saturday afternoon in Forest Lawn cemetery.

Frank E. Miller's 64th birthday was the occasion for a happy birthday dinner last Thursday attended by the family and close personal friends.

The first of the ten new twin coaches were received at the shops on Monday of this week. They are wonderful big busses and will handle a lot of people. One of these coaches completely fills a large box car. They are for use of the Long Beach-Compton and Ventura boulevard lines.

Otto Martin is having all kinds of experience with his new Ford. His experience last Sunday included a wrecked fender, a call to the police station, accident reports, all his, etc. Guy Wolley had the same experience on Monday except that his were all albino. The other fellow suffered all the damage.

Mary Baldrick reports that her mother, who has been confined to the Torrance Hospital for the last week, is progressing wonderfully well. We are doubly glad of this for her mother's sake as well as for the sake of the usual smile that has returned to Mary's face.

Stewart D. Johnson is among the missing this week. He left last Saturday night via Harley-Davidson for Santa Cruz. We do not know all the particulars but he said he was to eat out of a messkit again for a few days.

James Livermore returned Monday from his vacation. He claims to have visited most every point in Southern California with his auto and the family, returning home every day, some time during the twenty-four hours. Jim is another one of those that decided that after all Torrance was a good place to live. He again became a Torrance resident two weeks ago.

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Long Beach Junior College. Here's betting that Comst comes out victorious hence a physical and a surgeon whose name will be a household one wherever the "big red cars" run. Good luck to you, Comst.

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